

SUMMARY OF DAY'S NEWS.

THE WEATHER.  
WASHINGTON, Oct. 19.—Forecast for Tuesday and Wednesday:  
Fair and warmer Tuesday and Wednesday; fresh south to west winds.  
Although slightly warmer yesterday was an exceedingly pleasant day out of doors, in marked contrast to the disagreeable weather which marked the early part of the week. Fair and warmer is the outlook for today and tomorrow.

STATE OF THE THERMOMETER.

9 A. M.	53
12 M.	55
3 P. M.	60
6 P. M.	61
9 P. M.	54
12 M.	52

Average 53.25  
Highest temperature yesterday 55  
Lowest temperature yesterday 50  
Normal temperature for October 61  
Normal temperature for November 52  
Precipitation during past 24 hours .00

MINIATURE ALMANAC.  
October 20, 1903.

Sun rises	6:23	High tide	4:40
Moon sets	5:57	Moon rises	11:13
Sun rises	6:14	Evening	1:13

RICHMOND.

Four persons are killed in a head-on collision on the Southern Railway near Keyville early yesterday morning; the victims mostly residents of Richmond and Manchester. A portion of a train plunges through the long bridge near Washington. Mr. Thomas Pendleton, who was struck by a train at Ashland, died yesterday. Donation to the Stuart monument from a Northern admirer of the dashed cavalry officer. A new director for the Wednesday Club. Hon. Bourke Cockran to speak here. State Democratic Committee. Board of Education. Services in Fulton Sunday next. Profits from the horse show. Amounts received by the various prize-winners. Erroneous report that Congressman H. D. Flood was killed in wreck yesterday. A new director for the Wednesday Club. Hon. Bourke Cockran to speak here. State Democratic Committee. Board of Education. Services in Fulton Sunday next. Profits from the horse show. Amounts received by the various prize-winners. Erroneous report that Congressman H. D. Flood was killed in wreck yesterday.

VIRGINIA.

The search for young Wentz in Wise county continues under the stimulus of \$2,000 reward without result; the father and mother at Hot Springs, Ark., to be made. Richmond girl desperately ill and in need of Petersburg. Compromise in S. A. Day's case in Ashland. Judge White, of Norfolk, gives searching instructions as to social clubs. The contest between the county and the city for the primary there irregular, and a free fight for all will follow. Congressman Southall meets the independent candidate for the State Senate in joint debate in Farmville. The main bill attacked and defended. The new schooner J. B. Hooton, whose engine is a total loss. Portsmouth business men and truckers amalgamate under the name of "The Merchants' Chamber of Commerce." A general meeting of railroads and steamship lines to be held at Newport News Sunday. New lines of telephone and local exchange. Fair opened at Exposition. Virginia Junior Order convenes at Newport News Sunday. The Jefferson Wallace deliver the memorial service in Newport News Sunday. New lines of telephone and local exchange. Fair opened at Exposition. Virginia Junior Order convenes at Newport News Sunday. The Jefferson Wallace deliver the memorial service in Newport News Sunday.

NORTH CAROLINA.

Sensational shooting near Kinston; a farmer and his wife, the woman claims she was followed on the road and wounded with a shotgun. A record-breaking attendance is expected; the programme at a remarkable railroad. Steel Company cancel lease on iron ore property. Dr. Jay tells the story of the awful murder of his children.

GENERAL.

The Baltimore and Union Trust Companies, two of the largest financial institutions, and the latter largely interested in a big Southwest Virginia enterprise, go into hands of receivers, causing great excitement. Great weakness shown in the New York market, partly due to the heavy failures in Baltimore. Giving way of a steel rope to a bridge being built at Pittsburgh causes the falling of a heavy crane, which plunges nearly a dozen workmen to their deaths. The best of Joe Grim, the Italian, but fails to knock him out. How James D. Richardson, the millionaire inventor of the "Mystery" machine, is leaving big large bequests to Harvard. Murphy, Tammany's leader, denies damaging reports, and declares that "Up-State" enemies will lose. Japanese legation in London attaches no importance to war rumors, but they continue to be grave negotiations date to the standstill. The large railroads of the Northwest threatened with the use of dynamite. Hampton Institute to receive \$1,000 under will of Elizabeth B. Chapin. Cresceus lowers the world's trotting record, beating both Lou Dillon and Major Delmar. Cases involving suffrage clause of Alabama's Constitution consolidated by Supreme Court in investigations of Bureau of Investigation show systematic and extensive violation of the contract labor law. Canadian commissioners demand law decision reached by Alaska Boundary Commission; terms of the paper. "Union" fight over effort to secure receiver for the Baltimore & Annapolis. Hon. John Morley returns to politics and falls in the arduous protectionist policy. Dr. Donnell, who has been in New York, and his great audience divides rapidly.

THEIR OPINION'S AGREE.

IN POSTAL FRAUD CASES.

WASHINGTON, D. C., October 19.—President Roosevelt to-night authorized the statement that there is no truth whatever in the rumors of differences of opinion between himself and Secretary Shaw, or among members of the Cabinet, growing out of the reports that have been made to him by Charles B. Bonaparte and Holmes Conrad of their investigations into charges affecting the postal service.

FOUR KILLED IN THE CRASH THROUGH THE LONG BRIDGE

Fearful Result of Head-On Collision.

AN ENGINEER DEAD; ANOTHER INJURED

One from Richmond; the Other from Manchester.

THE FLAGMAN AND FIREMAN INJURED

Failure of the Southbound Train to Take the Siding at Meherrin Cause of the Wreck—Road Blocked by Ruins for Number of Hours. Report of Another Wreck Wholly Unfounded.

THE KILLED.

ENGINEER E. H. ATWELL, of Manchester, on train 18.

FIREMAN PINCHON (colored), of No. 18; home, Richmond.

FLAGMAN LOUIS S. DILLON, on train 18; home, Keyville.

POSTAL CLERK N. E. WILLIAMS, of Davidson county, N. C., on No. 11.

THE INJURED.

Engineer Charles D. Farmer, of train 11, fracture of left leg, ankle dislocated, shoulder badly bruised and scalp wound.

J. Dorsey Tyler, a passenger on train 18, painfully bruised and scalded.

Fireman W. J. Jackson (colored), of No. 11, injured about the head and body; will probably die.

W. T. Bedford, a passenger on No. 18, arm broken and badly bruised about head and body.

Mrs. W. J. Rudd, a passenger on No. 18, slightly bruised.

In the grim dawn of yesterday morning two passenger trains of the Southern Railway, laden with precious human lives and running at a rate of about thirty miles per hour, crashed head-on into each other with terrific force at the seventy-one mile post, on the Richmond and Danville line, killing four men of the wreck, and injuring five others and entailing a property loss exceeding forty thousand dollars. Fortunately none of the passengers was killed, and but one seriously injured.

The scene of the disastrous collision was about half way between Meherrin and Keyville, and the time of the dreadful crash about 6:15. The trains in collision were southbound passenger train No. 11, and northbound local train from Keyville to Richmond, known as No. 18. The scene of the wreck, in a deep cut, having a sharp curve in it, was horrible beyond description, immediately after the wreck. Persons who saw the great mass of debris in the early hours of the morning will never forget the harrowing experience. After the awful impact and amid the escaping steam and the groans of the dead and dying, it was discerned that the engine of No. 11 had climbed entirely upon the top of the dismantled and demolished locomotive of No. 18. Heaped upon this confused mass of twisted and distorted metal and broken and shattered wood were the wreckage of the baggage and express and mail cars, with mail partially burned or scattered in every direction. Amid the noise of the hissing steam and above its din could be

(Continued on Second Page.)

EXPRESS MESSENGER STRIKE MORE SERIOUS

(By Associated Press.)  
DALLAS, TEX., Oct. 19.—The strike of the Pacific Express Messengers is assuming a more serious phase. The baggage men to-day refused to handle express matter and it is reported that the baggage and express men may strike in sympathy. At Taylor, Texas, the American Express Company discharged four men for refusing to handle Pacific Express matter.

CRESCEUS LOWERS WORLD'S RECORD

Goes a Mile in 1:59 3/4. Beating Both Lou Dillon and Major Delmar.

(By Associated Press.)

WICHITA, KAN., October 19.—Cresceus broke the world's trotting record for a mile this afternoon, going the distance in 1:59 3/4, beating the previous record held by Lou Dillon and Major Delmar by a quarter of a second.

The day was ideal and the track could not have been better. Mr. Ketchum worked the horse out before the final test in 2:15 and then sent him for the record. He broke when he first started, but on the next attempt was set back, going the first quarter in 30 flat. There was a cheer when he reached the half in 1:30, and when the three-quarter pole was passed in 1:50 the cheer became an uproar. Just before he reached the wire Cresceus broke and it is said that fully half and other trainers in the wire in 1:50. No wind shields were used. Cresceus was paced by Mike the Tramp.

A SPICY TALK ON CITY BONDS

Capt. M'Carthy Again the Central Figure

HE PROVED VERY HARD TO CHECK

Sharp Colloquy Between Him and Members.

STIRRING SCENES LAST EVENING

Mr. Crenshaw Presents a New Plan for Bond Issue, Which Will Be Printed and Taken Up at Meeting to Be Held Next Monday—Vexed Questions Seem Nearly Settled.

There was another spicy joint session of the Committee on Finance and the Board of Sinking Fund Commissioners yesterday afternoon, in which City Accountant Carlton M'Carthy was the central figure. The body had up the old question of bond issue again, and after discussing it at some length, adjourned without taking any action, to meet again next Monday afternoon at 4 o'clock.

The "live wire" shot sparks in every direction, and it was with great difficulty that the committee could hold him in check.

Mr. Bloomberg had spoken at some length in favor of a plan suggested by himself, and then Mr. Crenshaw offered one which was agreeable to Mr. Bloomberg.

Kept on the Track. Fortunately the weight of the engine on one side of the break in the bridge and that of the passenger coaches and three heavy Pullman cars on the other side, with the wreck of the parting car and tender, and did not follow them through the break. Many alarming rumors spread abroad, but all proved to be groundless, there being no loss of life, so far as can be ascertained, and no other damage than that stated.

The worst feature of the accident is the blocking of traffic to and from the South by reason of the break in the old bridge. Passengers were transferred by trolley cars over the Aqueduct bridge and thence to a south bound train at one end and a north bound train at the other, somewhat delaying, but not seriously inconveniencing them. The bridge was old, and a new one is building, but had not been completed. At the Chesapeake and Ohio offices in this city yesterday it was stated that the line would be open before or by night.

Ro d N-I Yel O-en. The following special from Washington last night indicates that traffic will be interrupted for several days, and indicates that there may have been some loss of life.

"Railroad traffic will not be resumed for some days on the Long bridge, the structure spanning the Potomac River that gave way under the weight of the Chesapeake and Ohio Limited last night, and the Southern Railway has hired the steamboat Samuel J. Pentz to transport its passengers between Washington and Alexandria. A temporary railroad trestle will be constructed to replace the collapsed section.

"Richard Eckhardt, assistant draw-tender of the bridge, is missing, and is believed to have lost his life, and three or four tramps who were seen riding on the front end of the blind baggage are unaccounted for."

HIS LIFELESS BODY FOUND IN HIS ROOM

(By Associated Press.)  
ST. LOUIS, MO., Oct. 19.—The lifeless body of a man who registered as "J. I. Myers, of New York, at the Portlaid," was found in his room to-day. He was about forty years old, fashionably dressed, and carried letters to J. B. Moore, of an East St. Louis firm of horse-dealers, and Colonel L. Kenneth Fahnestock, of Governor Peabody's staff, president of the court. From other letters found, it is believed that the man is J. Sheffield Moore, of New York. S. C. Moore's face and hair were discolored, and the authorities believed that he committed suicide.

THE DEATH OF FORMER GOV. PETER TURNER

(By Associated Press.)  
WINCHESTER, TENN., Oct. 19.—Former Governor of Tennessee, Peter Turner, died here to-day after an illness of considerable duration.

RICHMOND GIRL DESPERATELY ILL

Kindly People in Petersburg Take Contributions in Her Aid.

(Special to The Times-Dispatch.)

PETERSBURG, VA., Oct. 19.—Miss Rose Edwards, a young lady about eighteen years old, reached Petersburg from Richmond several days ago in search of employment and is now desperately ill at Mrs. Berry's boarding-house, on the corner of the city. She is a native of Petersburg, who have taken an interest in the matter, have requested charitable persons to leave contributions at the office of the afternoon paper in this city for the young lady, who is entirely without means.

ALL FORMER MAYORS ARE FINE FARMERS

(Special to The Times-Dispatch.)  
WINCHESTER, VA., Oct. 19.—Mayor W. C. Graden to-day paid \$17,000 for a farm of 300 acres. Nearly all of Winchester's ex-mayors' own fine farms.

TEN KILLED BY BIG ROPE

GIVING WAY

Accident at New Bridge at Pittsburg.

DOZEN WORKMEN HURLED TO DEATH

Movable Crane is Borne to River 100 Feet Below.

CARELESS HOISTING CAUSES THE DISASTER

(Special to The Times-Dispatch.)  
PITTSBURG, PA., Oct. 19.—The Virginia oyster navy's police boat Accomac, with the State Oyster Commission aboard arrived here the latter part of the past week, and completed the inspection of the public rocks of York River on Friday, devoting Saturday to Potomason River and its tributaries. The chairman of the board, Hon. W. D. Cardwell, says that the York River survey was astonishingly correct, more so than any other natural rock which they have examined. Only a few old points and corners will be eliminated from the original survey, these portions being parts of the natural rocks which have become sunken or covered with mud, and non-productive of seed or natural growth. This is particularly valuable ground to the planters as it only requires a light coating of shells to resurrect the original productivity of the ground.

TO BE TIGHTENED UP. When pressed for information, the general manager courteously replied "that without a shadow of doubt part of the bottoms now within the Baylor survey will be thrown open to the public for use as planting grounds. He assured the Virginia oyster navy that nothing will be done to harm them that his commission can correct.

"As a matter of fact," the gentleman went on to say, "the time is rapidly approaching and not very far distant when the oyster survey which the oyster navy follows will be a thing of the past and I earnestly advise all of our people who follow the taking of oysters for a living to rent a piece of ground, a small piece, if they can do so better and become planters as speedily as possible."

The Baylor survey, says he, "contains an unlimited number of quirts and turns in almost all the surveys of the natural rock, representing a streak of lightning more than any other survey."

All the members of the commission are unit on the idea of straightening out these lines, and as a consequence, considerable ground will be thrown out in the oyster survey, and the oyster navy will be left with a smaller area of water in which to fish.

Adolph Vosburg, of Duquesne, fractures both left elbow and of left femur. Frank Hoover, Allegheny; injured internally; recovery doubtful.

William Jay, aged twenty-six, of Beaver Falls; bruised, not dangerously hurt.

A. M. Fowler, aged twenty-eight, of the beams. He says that a failure to properly secure one derrick load, caused the breaking strain to fall on the crane.

The accident was caused by the giving way of a two inch steel cable, which was used as one of the guys to support the big crane. This cable was tested to be a strain of 100 tons, and it is estimated that it did not break, but pulled loose from its fastening.

There were thirty-four men at work on the superstructure of the bridge and in the barge below, from which the beams were being hoisted by the crane. Fifty feet above the river level, when the beam collapsed. Of the men who were in the barge, some escaped with their lives by jumping into the river the moment they heard the crash above. Some of the men on the superstructure who were engaged in riveting and handling the bars that were lifted from the barge also got off unhurt.

Thousands visited the scene of the disaster during the morning, and at lunch time the wharf was crowded with men, women and children. They watched the workmen on the sunken barge with intense interest, and sought every point of vantage from which they could get a view. It will take some time to clear away the wreckage and recover the missing bodies.

HE DIED FROM HIS INJURIES

Mr. Thomas C. Pendleton Passes Away at His Home in Ashland.

(Continued on Second Page.)

GIVE UP POLITICS STICK TO MASONS

Congressman Richardson in Addressing Supreme Council So Declares.

(By Associated Press.)  
WASHINGTON, D. C., Oct. 19.—The Supreme Council of the Thirty-third Degree of Ancient and Accepted Scottish Rite Masons of the southern jurisdiction met here to-day in biennial session. James D. Richardson, of Tennessee, grand commander, presided. His biennial allocation, in which he declared his intention of retiring from politics after his present term in Congress and devoting himself to his Masonic obligations, was the principal feature of the day.

In this address Mr. Richardson said the Masonic order was the strenuous enemy of nihilism, socialism, communism and anarchism and those who seek to breed revolts and outbreaks against the order. He strongly urged the disavowal of the use of intoxicants at the public banquets and functions of the council, and those of subordinate bodies.

BIG FAILURES IN BALTIMORE

THE OYSTER COMMISSION

Complete Inspection of York River.

PLAN TO CHANGE SURVEY

W. D. Cardwell Explains the Situation and Declares Fairness Will Be Done to All—E. C. Jordan an Expert Tongman.

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THE CANADIANS REFUSE TO SIGN

Not Only Will Not Affix Signatures, but Leave the Room Before Others Sign

(By Associated Press.)  
LONDON, Oct. 19.—A draft of the decision reached by the Alaskan Boundary Commissioners, as announced by the Associated Press, was signed by a majority of the commissioners this evening. Messrs. Aylesworth and Jette, the Canadian commissioners, refused to sign.

The decision grants all the American contentions with the exception of the one relating to the Portland Canal. The signatories were Lord Chief Justice Aylesworth and Senator Lodge, Senator Turner and Secretary Root, the American commissioners. They constituted a majority and ensured finally, Messrs. Aylesworth and Jette, carried their outspoken disapproval of the decision to the point of refusing to sign even that section of the decision giving the Portland Canal to Canada, and they emphasized their attitude by walking out of the hall.

Two Trust Companies in Receivers' Hands.

RUMORS AFLOAT: THE CITY EXCITED

No More Failures Likely Unless Heavy Runs.

MARYLAND AND UNION HAVE TO CLOSE UP

Embarrassment of the Former Due to Investments in Mexican Securities, and That of the Latter to Its Inability to Place the Securities of South and West Virginia Railroad.

(By Associated Press.)  
BALTIMORE, MD., October 19.—This has been a day of marked excitement and sudden anxiety in the financial and business circles of Baltimore—a day full of momentous events and of wild, irresponsible, damaging rumors in the streets and marts given over to monetary transactions. Fully a dozen reports, well calculated to provoke a wholesale run on banks, got no further than the precincts of South and German Streets, Baltimore's Wall Street district, and did not reach the great army of depositors throughout the city, thus giving ample time for the conservative leaders of business to allay popular apprehension before it reached dangerous proportions.

The day began with the announcement of the failure of the Maryland Trust Company, and except to only an initiated few the news came like a bolt out of a clear sky, spreading consternation in all directions. To these few it was known that the Maryland Trust Company had long been struggling with digested securities; that it sustained heavy withdrawals of deposits, and that, finally, on Saturday last, it had failed in its supreme effort to bridge over the yawning chasm by negotiating a \$2,000,000 loan in London.

While the bankers in their offices, and brokers in clusters on the street corners, and money dealers generally, and business men in the exchanges were still excitedly discussing the collapse of the Maryland Company, there came another bolt from the sky—the news of the suspension of the Union Trust Company, and it was this latter event, which happened at a late hour in the day, that gave impetus to a varied number of baseless rumors as to other financial institutions which might not have been so much shaken by the given currency earlier in the day.

One of these rumors, however, assumed a more definite shape than the others, and it is well known that at the request of another trust company, the name of which was freely bandied about, the clerk of the Circuit Court kept his office open an hour later than the accustomed time to accommodate one more applicant for receivership, and the applicant did not materialize, and the day ended with only two suspensions to its credit, and with the assurance of the cool-headed financiers of the city that all perils of a panic had passed, and to-morrow would note the suspension of further signs and portents of further trouble.

A leading banker, perhaps the most prominent in Baltimore said: "It all depends upon how the people of Baltimore act. If they do not lose their heads the rumors will blow over in time and nobody will be hurt, but if they become panic-stricken the consequences will be serious. This is a time to use calm judgment."

Are Heavy Failures.

The plain facts in to-day's history are these: Two trust companies closed their doors—the Maryland Trust Company was the first to announce this suspension; this was followed by the Union Trust Company. The closing of the doors of the Union Trust Company, Allan Melane, third vice-president of the Maryland Trust Company, was appointed to take charge of the affairs of the company. Mrs. White, for both of the companies, was appointed receiver of that company. Mr. Melane gave bond in the sum of \$2,000,000 and M. E. White gave bond in the sum of \$1,000,000.

The last statement of the Maryland Trust Company, issued June 1st, showed capital stock of \$2,125,000, surplus \$2,87,500, and undivided profits of \$67,908.57. The company has demanded time deposits amounting to \$7,734,715. The Union Trust Company was the fiscal agent of the Virginia Railway and Electric Company. It had a capital stock of \$1,000,000, surplus of \$20,000 and undivided profits of \$129,087.55. The Union Trust Company has deposits amounting to nearly \$2,000,000.

Liabilities Over Ten Millions. The filing of the first applications for receivers for the embarrassed companies was followed by a deluge of petitions for receivers for both companies. The total liabilities of the two companies exceed \$10,000,000. The two failures tie up over \$7,000,000 deposits.

The Maryland Trust Company's failure was due to the investments in Mexican securities, which could not be marketed. The Union Trust Company failed, because of a run upon its banking department, about \$100,000 having been withdrawn by depositors to-day. But the real trouble of the companies had their origin in the organization of the South and Western Railroad in Virginia, in which a capitalization of about \$11,000,000 was contemplated. The Union Company was the fiscal agent of the Virginia enterprise and the Maryland Company was the fiscal agent for the Mexican Railroad.

Though these two failures followed each other closely, it can be stated on unquestioned authority that there was no connection whatever between the two. The Maryland Trust Company and the Union Trust Company were not jointly interested in any enterprise, so that the suspension of one had no direct bearing on the other.

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